

EXAMPLE [7]

SAMPLE IMPACT TEXT

IMPACT T-5:	Under 2010 General Plan Plus Project conditions, the intersection of SR 193 and SR 65 would operate at LOS “E” conditions during the a.m. peak hour and LOS “F” conditions during the p.m. peak hour with or without the proposed project
SIGNIFICANCE:	Significant
MITIGATION	
Proposed:	Mitigation Measure T-5 (Pay Placer County traffic mitigation fees)
Recommended:	None
RESIDUAL SIGNIFICANCE:	Less Than Significant

The City of Lincoln and Caltrans do not plan improvements to this intersection, but intend to relieve the anticipated congestion along SR 65 through central Lincoln by constructing the SR 65 Bypass. The analysis of the 2010 General Plan conditions did not include the bypass around Lincoln, which is planned to be constructed by 2010, but does not yet have funding. The Lincoln Bypass is, however, included in the Metropolitan Transportation Plan and will likely be funded and constructed by 2010. The need for this improvement would result from the cumulative impact of development in the study area, and the proposed project would contribute a relatively small portion of the future demand on SR 65. The Placer County Traffic Mitigation Fee Program includes a share of the funding for route adoption and right-of-way for the Lincoln Bypass. By paying traffic fees, the proposed project would be contributing funds to the Bypass project. The Lincoln Bypass would divert a substantial amount of traffic from existing SR 65 in central Lincoln to the Bypass and greatly improve the operations at the intersection of SR 193 and SR 65. With construction of the Lincoln Bypass, this impact would be reduced to a less than significant level.



IMPACT T-6:	Under 2010 General Plan Plus Project conditions, the westbound stop-sign controlled approach of Lower Ranch Road at Sierra College Boulevard would operate at LOS “E” conditions during the a.m. and p.m. peak hours
SIGNIFICANCE:	Less Than Significant
MITIGATION:	None Warranted

A traffic signal would not be warranted at this intersection under 2010 General Plan Plus Project conditions. The average delay for the stop-sign controlled approach on Lower Ranch Road would be about 31 to 34 seconds during peak commute hours. The “overall” level of service (representing a weighted average of delay on all approaches) would be LOS “A.” Due to the low volume of traffic on this approach, this impact is considered less than significant.

